#### LOCAL MISCELLANY.

COMPLAINTS OF REFEREE'S FEES. CHARGES THAT ILLEGAL EXACTIONS ARE MADE IN REAL ESTATE FORECLOSURE SUITS-THE LAW

UPON THE SUBJECT. Dealers in real estate in this city complain of what they term the illegal exactions of referees in real estate foreclosure suits. They say that although the referee is by law limited to certain moderate fees, yet, because of the lack of information on the subject, the who are disposed to obtain money dishonestly, very often exact four times the legal charge, trusting to the credulity or ignorance of those who have to pay it. The referee, for example, is supposed to perform the duties of suctioneer himself; yet without any authority, an aucdoneer is in nearly every case employed. It is stated that the usual fee for a real estate sale at auction is \$25 for the parcel of land, no matter how many city lots it may contain. The price charged those whose property is closed out, it is asserted, is \$25 per lot, so that when a parcel of laud contains ten lote the fee charged is \$250, stead of \$25, which in itself is unauthorized. The money thus illegally obtained is divided between the referee and the auctioneer, some of the auctioneers allowing the referee more than one-half the fee. It has been decided that unless the parties to a suit agree upon the compensation of the referee he has no right arbi trarily to fix the fees or compensation, and the owner of the equity of redemption, or other person interested. may compel him to have his bill taxed before the court in which the foreclosure action is brought. The referee is entitled only to the same amount of fees allowed by law to a sheriff for a similar duty.

This subject has been considered by the Supreme Court, General Term, in the case of Innes against Purcell, Vel. H., Sup. Ct. Rep., p. 538. In this case the referee claimed \$100 as compensation on a forecleaure sale, which was allowed at a special term of the Supreme Court. From this decision an appeal was taken, and Judge Daniels, in delivering the opinion of the Court,

By the Judiciary act of 1847, among other things, it was enacted that, after the first Monday of July of that year, sheriffs should sell any lands in their respective counties ordered to be sold by decree of any count of record in line State, and give conveyances thereof in the same manner, and with like effect, as was done by a master in chancery, and for that service it was provided further, that, in addition to his disbursements, he should be entitled to receive therefor the same fees as upon sales by virtue of an execution; but the same should in no case exceed \$10 (S.R.S., 5th ed., 261, 549.)

While this act limits the fees to the amount of \$10, it may well be doubted whether the restriction to that amount excluded the right to commissions previously provided for by the Revised Statutes, for the restriction of the fees would not necessarily exclude the right to provided for by the Revised Statutes, for the restriction of the fees would not necessarily exclude the right to the commissions allowed to be awarded in the discretion of the Court to an amount not exceeding \$20. When the power was conferred under which a referee could be appointed by the Court to make the sale instead of the sheriff, no provision was made declaring what tees he should be entitled to receive for the performance of the service.

The Court, in conclusion, holds that the fees of a referee in such cases should be taxed at the same rate as the statute allows the sheriff for the performance of the same services, \$10, and an additional allowance in the seretion of the Court not exceeding \$20. In 1869 (Laws of 1869, chap. 569), a law was enacted directing all sales of real estate in this city, except sales in cases of partition, to be made by the sherif, and fixing his fees on each sales at about \$35; but the Court of Appeals held this act to be invalid (daskin act Meck, 42 N. Y., p. 186). An amendment to the act of 1869 was subsequently passed (Laws of 1874, chap. 192), authorizing sales of real estate in the City of New York to be made by the sheriff, or by a referee appointed for that purpose. It was further provided by said amendment that at any sale made by a referee no greater sum should be charged as compensation than as allowed by the act of 1869.

Several well-known lawyers agree that the charges of referees are arbitrary, ranging from \$75 to \$2.00, and even higher. The decision of Judge Daniels, referred to above, fixes the legal charge at \$30, many concede; but this is only observed in this district, and only here when a point is made by the plaintiff's attorney. They say that there is an entire mistake about the anotioneer's fee, as the purchaser has to pay that, and so it is only an indirect tax on the litigants. Almost all auctioneers offer to divide those fees with lawyers sending them their business, but the plaintiff autorney selects the auctioneer as often or oftener than the referee, and has more opportunity than the referees to make this division. Probably a majerity of respectable referees teruse this division. In three reports of sale made within two days, in one case the referee charged \$75, in the others, \$116 30 cach. of partition, to be made by the sheriff, and fixing his fees

#### THE RAILROAD WAR.

VIEWS OF A PROMINENT RAILROAD MANAGER UPON ITS EFFECIS- ERIE BAILWAY COMPANY'S EX-PLANATION OF ITS ABROGATION OF THE COMMIS-SION AGREEMENT.

Statements having been made that several Western railroad men had come East for the purpose of endeavoring to persuade the managers of the trunk lines to end their unprofitable rivalry, inquiry was made without, however, obtaining any information confirm atory of the report.

M. L. Sykes, jr., Vice-President, Secretary, and Treas neer of the Chicago and North-Western Ratiroad, who had just come from the West, stated that he know nothing of the delegation in question, and could not therefore give any information about it. Mr. Sykes is a veteran rathroad manager, whose opinions on railroad matters carry great weight. Referring to the railroad war, he said that whatever effect it might have upon the railroads, it could not fall to be beneficial to the country at large. After all the depression of the past few years, It was essential that there should be something to stimu-late scilvity. The low prices of transportation by rail was doing this, and the country was consequently reap ing the benefit. Traffic had much improved, and although the rates were less, the aggregate and net receipts were large. It was a mistake to suppose that always cause a loss. If a road was built, with steel rails, good rollingsteck, and properly managed, low rates and good profits . The benefits to the trade of this country erising from the introduction of steel raits no man can foresee. Cheap transportation was to be obtained, not special freight railroads, not by legislation or by clamor, but through the means of steel rails. The substitution of steel for iron rails had worked a wonderful change. The iron rail which lasted for a few months and gave much trouble in constant repairing and replac-ing was superseded by a rall the life of which extended over years. As a consequence the cost of transportation had been so diminished that the steel railroads could work at a rate so much lower than before known as to excite the astonishment of those who were not faultiar with the racts. The Chicago and North-Western Company operated 2,000 miles of railroad. As fast as the fron rails cive out they are replaced by steel. The Company will lay 175 miles of steel rail this year and create other unreversements.

iron rails give out they are replaced by steel. The Company will lay 175 anies of steel rail this year and create other improvements.

The officers of the Eric Railway Company were asked posterday for information in regard to the charge that the Company had violated its obligations by paying commissions contrary to an agenement with other companies. They state that in March, 1874, an agreement was made fixing the joint rate of commissions from Buffile to Philadelphia, by way of the Buffalo and Philadelphia Railway, the New-York Central and Northern Central joint line, and the Eric and its connections by way of Elimira and Waverley. On July 13, 1874, an agreement was made between the New-York Central, Eric and Pennsylvania railroads discentinuing commissions, and it was premptly carried into and continued in effect by the Eric, although it seen found that the Buffalo and Philadelphia line, not being a party to the agreement of July, continued to pay. Within six months from the date of this agreement commissions were also paid upon the New-York Central line, by way of Canandaigus. It was then, and not until then, that the Eric line begin paying commissions, and now proposes, until it can get a permanent efflement in good faith, to pay 25 cents more than any other route. At the time Receiver Jewett's attention was called to this, he telegraphed substantially the above facts in response, and conclude this telegram as follows:

"It would be well if all these evils could be remedied. It to pretty much in your hands. If you will take hold of it and apply the proper correctives, I shall very cheerfully coverne with you."

# THE PHYSICIANS' PLEASURE DAY.

A JUND NEW-YORK AND UP THE . UDS IN-EXCUR-SION OF THE HOST OPSTRIC MEDICAL SOCKTY. The Homeopathic Medical Society of the cursion yesterday to the delegates to the World's Con-Vention of Homospatists Physicians, which will meet bext Menday in Pailodelphia. The steamer William Cook, chartered for the excursion, left the fest of Twenty dishest, East River, at 9:30 a. no. bearing those with the come abourd to Ward's Island, where the company Comos ked and paid a visit to the Homopathic Ho-pits at that place. The boas ran aground at Astoria, ing to the force of the eddy in Hell Gate off that point The vessel sustained no damage, however, to the hospital, the boat went

to the pler just below. Fulton Ferry, and stopped again Tweaty-fourth-st., North River. After receiving acsions at both places the route was up the Hit been as far as Iona Island and back to the city. A collation Was provided, but owing either to the supersbundance of guests or the default of the entered many were demisded by the default of the entered by the small satisfaction of a sandwich. Of the Chamitee, Carroll Dam am was Present and Adrea & Hols Scarectry. Among the discinguished accident as the scared lingth of the chamite. Class Day at Harvard.

Class Day at Harvard.

Class Day at Harvard.

Class Day at Harvard.

Boston, June 23.—Class day was observed at Harvard Codege to have at the chamite of Chengo, S. S. Guy of Brooklyn, J. L. Tallist of Cadego, S. S. Guy of Brooklyn, Dr. D. Gersdott of Cadego, S. S. Guy of Brooklyn, Dr. D. Gersdott of Cadego, S. S. Guy of Brooklyn, Dr. D. Gersdott of Cadego, S. S. Guy of Brooklyn, Dr. D. Gersdott of Cadego, J. Locker Keep of Brooklyn, Dr. D. Gersdott of Cadego, S. S. Guy of Brooklyn, Dr. D. Gersdott of Cadego, S. S. Guy of Brooklyn, Dr. D. Gersdott of Cadego, S. S. Guy of Brooklyn, Dr. D. Gersdott of Cadego, S. S. Guy of Brooklyn, Dr. D. Gersdott of Cadego, J. Locker Keep of Brooklyn, Dr. D. Harvard Codege to hay At 10 o'clock public exercises began in the chambel, which was dilected the class oration, and Caarles A. Dickinson of Cambridge the community of the class of the code by J. E. Hinson of Decham. The class the numerical by Sanda Cadego, A. Harvard Codege to have the class oration, and Caarles A. Dickinson of Cambridge the community of the class of the code by J. E. Hinson of Decham. The class the numerical by Sanda Cadego and Cadego of guests or the default of the enterer many were de-

both at home and abroad to each other, preparatory to the work which they will have to perform next week in Philadeiphia.

RICHARD SCHELL'S ARREST THREATENED. ORDER OF ARREST ISSUED ON COMPLAINT OF COM-MODORE GARRISON-CAUSE OF THE PROCEED-

Judge Donohue has granted an order for the arrest of Richard Scholl, upon complaint made by Commodore C. K. Garrison. Commodore Garrison stated iast evening to a TRIBUNE reporter that the trouble had grown out of a loan made by himself to Mr. Schell some ime ago of \$100,000 of the Mutual Gaslight Company's stock. Mr. Schell, he said, ealied upon him, soliciting the use of the bonds for a few days as collateral in obtaining a loan at the Bank of the State of New-York. Upon the assurance that they would be used only at such bank, and that they would remain to bie name. Mr. Garrison said he gave Mr. Schell the bonds, not in any way as an ordinary loan, for which he should receive a compensa tion, but simply as a matter of accommodation, as he has repeatedly done before for persons in the city. " It was dmilar," said Mr. Garrison, "to my loaning him my watch for a few days because he might need it in a trip to the country. This character of the accommodation was Schell to make some purchases of stock for me I advanced borrowed bonds. I have since succeeded in having a portion of the bonds returned, but there is still due me hetween \$20,000 and \$25,000, which Mr. Scholl is disposed to freat as an ordinary loan, placing me along with his other creditors, evidently thinking that I will not press the matter, although I have assured him to the contrary." Mr. Garrison stated further that he had placed the matter in the hands of his counsel, and as he had been absent from the eny he did not know what had been done, although, as there had been ample time, he supposed some action had been taken. He was very positive in asserting that he would consent to no compromise, it heirs, in his opinion, a simple Gaty to his fellow-citizens to punish any one who would be guilty of such action as that of Mr. Schell. Henry J. Bennett, one of Commodoro Garrison's counsel, in conversation with the reporter, said the order had not then been placed in the Sheriff's hands, and it was possible an annicable settlement of the difficulty would yet be made. He intended advising Mr. Garrison to postpone further action until the early part of next week, in the hope that it would enable them to avoid litigation. due me between \$20,000 and \$25,000, which Mr. Scholl

#### TESTING A LIFE RAFT.

The flexible life-saving raft presented to the Floating Hospital of St. John's Guild by the manufacturers, was tested vesterday in the Lower Bay. The raft is about 30 feet long by 25 feet wide, and is divided into ive sections, making 10 pockets of bempen network capable of holding 50 men each. The framework is composed entirely of cottonwood. Between six spars of about 4 inches in diameter there are placed 45 oblong boxes or fintes each about 3 feet long, 18 inches wide, and 9 deep, in three equidistant rows. They contain eight air-tight tin boxes, each independent of the other. The sections coll over one another like a serpent, and occupy very little space on deck. The raft is intended to swing on water when the springs are pressed. There is a rope ladder attached to the raft which can be detached from the vessel when it is found necessary to let the raft drift. The raft yesterday was supported on the trestles, and when off the South-West Spit it was thrown overboard from the ting which car-ried it. About 30 men in bathing suits instantly jumped into the water and got on board of it. The rope ladder was then let go and their at drifted along with the lide.

#### COMPLAINTS AGAINST POLICEMEN.

Patrolman English of the Ninth Precinct was pinced on trial yesterday morning, charged with conduct unbecoming an officer in the saloon of Judus Gribel, at No. 598 Sixth-ave., on Sunday, May 21. Mrs. Anna Gribel testified that the officer, dressed in citizen's elothes, went into her kitchen about noon on that day and asked the servaut for beer. He was told that no beer was sold enthat day. He then asked for brandy. This was also refused him. He then started for the stairway, but was atopped by Mrs. Gribel, who supposed he was a thief. officer knocked her down, and when her servant Ella Wiltz, came forward he knocked her down also and libracated her. Sailus Gribei, the proprietor of the saloon, who was attracted by the noise, testified that he saw the officer standing over his wife with a club in his hand beating her. Testimony was also given that he liquor was sold on that day to the saloon. The officer in his own behalf stated that he used no minecessary

John Woods of No. 69 Monroe-st. complained vesterday that while sitting on the stoop of the couse next to his own about 10:30 Wednesday night Officer Crittington of the Seventh Precinct ordered him to move on. As he went across the street the officer came up from behind and chibbed him on the body and arms. The arms continued to grow worse, and yesterday morning one of them was useless and much avoilen. The trial will take place at an early day.

## POST-OFFICE INVESTIGATION.

The Sub-Committee of the House Committee on Expenditures for Public Buildings, consisting of Representative Poppleton of Ohlo, Pratt of Iowa, and Bagby of Illinois arrived yesterday at the Astor House, and spent the afternoon in looking through the Post-Office, accompanied by C. T. Hurlburt, Superintendent of the building, Architect Ganner of Washington, and several of the Post-Office officials. They made a careful examination of work and materials for which, it is alleged, \$227,000 was expended in excess of the appropriation to \$227,090 was expended in excess of the appropriation to complete the building. This crawination was intended partly as a means of confirming testimony aircady given before the Committee in Washington, but more especially as a prelate to taking testimony at this place from officials employed at the Post-Office, and from builders, contractors, and architects of this city employed in the work. The Committee will been to examine witnesses to-day to the work building a building special meetings for such purpose in tractors, and architects of this city employed in the wor The Committee will begre to examine witnesses took at 10 s. m., heading special meetings for such our pose room No. 13, on the fourth floor of the Post-Ordee buil

## POLICE MEASURES.

At the meeting of the Police Board yesterday afternoon, hids for supplying coal to the Department for next Winter were opened. Alfred Nathan offered to supply stove coat at \$4 90, and egg coal and furnace coal at \$3 75 a ton. A communication from the Department of Parks asked that the police be empowered to prevent the dumping of refuse in the Five Points Square, and of street sweepings in Union Square. The Pilot Commis-sioners asked the Police Board to prevent the Concy Island Railroad Company from dumping refuse of the sewers in the harbor. Inspector McDermott's report of sewers in the harbor. Inspector McDermott's report of the number of arrests for violaticu of the Sunday Exciso-law were referred to the Superintendent. A congratula-tory address was received from many lawyers approving the action of the Commissioners in regard to the Sunday law. The proposed increase of election districts, the de-tails of which have already been published, was ordered. The charges against Capt. Lowery were dismissed. Offi-cer Miler of the Fourth Precinct was dismissed from the force for violation of the rules.

## THE TUGBOAT EXPLOSION.

The local Board of Steamboat Inspectors restorday continued its investigation into the causes of the explosion of the tugboat H. W. Workman on Tuesday morning. Chester H. Corson, who was on board the lighter Julia Shepuard when the explosion occurred, testified that at 8 o'clock the evening before he saw the fireman on the Workman getting up steam. He asked him what it was for, and if he was going out. The fireman replied "No," but that the boat was leaking and he wanted to pump her out. The witness was awakened at wanted to pump her out. The witness was awakened at 1 o'clock the next morning by hearing the Workman blowing of steam. He fell asleep then, and awake again at 5:50 a.m., when he heard a lead hissing of steam from the tag. Just after this the explosion occurred. He then escaped with his wife from the lighter, which sank almost immediately. The engineer, J. W. Finch, says that it, retting up steam at 8 o'clock the fire an was netting in opposition to his direct orders. The boat leaked very liftle. There was no steam on when he left the tag at 5:30 o'clock in the evening.

#### RUMORED TRANSPORTATION NEGOTIATIONS. It was stated in Wall-st, yesterday that the Pacific Mail Steams in Company and the Pacifi Railroad Companies had effected a harmonious arrangement

whereby the steamship Company was to run two st amers a month and receive a guarantee of \$24,000 for each steamer, in consideration of the undutenance of rates for freight and passengers. Mr. Ciyde, President of the Pacific Mail stranship Company, was applied to fer in-formation upon the suifort. He said that no arrange-ment had been effected as yet; that the details quen-tioned show were not a corrate, and that no no gotta-tions were in sain a state that he preserved not to say any thinks more at present.

### RAILWAY INVESTMENTS.

HOW IS THE GOVERNMENT TO BE REPAID. A COGENT STATEMENT OF THE RAILWAY SIDE OF THE CASE, WITH A RESUME OF THE SITUA-

#### To the Editor of The Tribune:

Sin: The three conspicuous works of internal Improvement, belonging to this age of civil engineering and cooperative effort, are the Eric Canal, the Sucz Canal, and the Pacific Railroad. By the first named the old trade currents of this country were changed; by the latter two the channels of trade between the nations on the sheres of the Atlantic and those on the shores of the Indian and Pacific Oceans been diverted and divided. All of them were regarded as feats of national skill and the aid of the political authority of the State. The two latter, though aided flusncially, were constructed by private corporations, and their control and management the State, which retains control and management of it; but it has given rise to so much looseness and seandal that propositions to sever the connection of the State and to transfer the ownership and conduct of a purely business agency into the hands of a corporation are favorably received. In fact, publicists are dividing on the question as to whether it is not best for the political power to relinquish ual or combined effort can accomplish, or to go on and extend the function of the Government until it includes, besides carrying our mails, doing our banking, carrying, inspecting, and even manufacturing, also. It is not often that a government of any sort invests money in improvements that it gots what it pays for, at the time and in the manner specified. Whether it be

royal palace, ship of war, fort, post-office, county court-

house, or State capitol, there is apt to be some irregularity; the estimates are exceeded, the appropriations exhausted, the workmanship inferior, the mate-

rial poor; or, in common phrase, "ther sure to be a swindle somewhere." Great "there is porations themselves are liable to be cheated and robbed; but none of them are so badly served or so much imposed on as the Government. Singular to re-late, in each of these three grand works the States got just what they bargained for of the character and within the stigulated time, and the results which have followed from their construction have surpassed all previous expectations. The Governments of France, England, and Egypt retain a proprietary interest in the Sucz Canal, which, however, carry neither voice in its management nor share in its profits, but the investment is made solely The Pacific Railroad was a colossal undertaking of original and experimental character, while the Canal of Lesceps was merely the reopening of one long closed. The desire for a steam bighway scroes the Continent along the temperate belt had been a ruling passion with our people ever since the advent of the lecomotive. Political and commercial conventions urged it repeatedly upon the Government, but it was that Congress authorized the credit and resources of the nation to be drawn upon for its commencement. There is no doubt that had it waited for unaided enterprise alone. very little doubt that had it been conducted by the Government alone it would not have been finished now: while the bills would have run up into the hundreds of millions. By stimulating and tempting private corporations to undertake it, and by pitting one against the other in rivairy, the road limits of the original appropriation from the public treasury, the extra expense incurred in such unprecedented od being borne by the private enviralists. The under taking was on one side to furnish a good railroad through the undeveloped public domain by July, 1878, and to maintain the same in operation for the use of the several departments of the Government as required. This has been done seven years ear-ther; the country has the use of it, and the half of the country west of the Missouri in particular is immeasurably benefited thereby. On the other hand, the Government was to aid these companies by a division of the strip of land along the route in alternate section rates per mile ast the work progressed. Without this Indeed, it became apparent that it could not be built promptly so long as these advances were made a first charge on the property, and in consequence this lien was removed. It has turned out to be a good buryain for both partiesfor the nation, because it has secured the use of the for military and postal purposes, and is effecting an im-mense saving every year over its previous disbursements in the Far West; for the Companies, because they were fortunate in the time chosen for securing private capital, in the discovery of a feasible route, in the suc cession of mild seasons during construction, and in the demonstration that by means of a large volume of traffic at low rates they can successfully compete with water lines to the Pacific ports and with the Sucresute to India and China.

In estimating the value of the Government's investment in this reliway, therefore, it should not be over-looked that the returns which it is reaping do not consist therether of actual money paid into th multiplied power, efficiency, safety, convenience, regularity, order and civilization, as well as a direct saving in its annual expenditures—which is the equivatent of money raised by taxation and paid out again. Every way then the Government is a gainer, whether the sends advanced should ever be returned to the Treasury or not, and the construction of the road was such an im perative necessity that Congress would have been justi-fied in aiding it, even if it had required an annual approprintion to keep it in operation, instead of the present return of each, which, recknning the sums earned in trunsportation and from net carnings, is equal to nearly two

per cent sunual lucome on the original loan of credit. An unfortunate dispute has arisen as to the nature of the arrangement or conditions on which these bonds were issued to the companies. There is no dispute as to the bonds, the companies having exceed them by conferring new value on the whole tract, including the balf re tailed by the Government; the retailed sections are worth much more with the road than the whole was without it. There was no controversy as to the bonds for several years, until one of our numerous Secre-turies of the Treasury took it into his head to set up a new construction of the acto that the companies were bound to repay the interest on these United States bonds each six months as it became due, and this on the strength, or rather on the weakness, of an " opinion " of the Attorney General-regardiess of the palpable fact that the Government was being repaid every day by its possession of the road. The Government and the Companies were put to much exposee and trouble to have so simple a question settled. The Court of Claims decided that they could only be called upon to repay this interest in one-half the compensation for such services us might be required, to gother with one-twentieth of the net earnings after compiction, in eash, and this position the Supreme Court unanimously affirmed. The lower Court said in regard

picton, in case, and the property of the terms of repayment;

When the project of endorating the United States in this centerprise, by Ionaing Government bonds to the Pacific railways was smeltened, three contagnents soud have been contemplated by Congress: 1. That the earnings of the Company in the way of revernment transportation would be substantially equal to fine therest of the bends, a cauting-nery most using the way of revernment transportation would be substantially equal to fine therest of the bends, a cauting-nery most usingle project that the contemplation of the careings of the Company would be materially greater than the interest, a contingency that would recorded the refuse of project of the debt long before the reduce the crincipal of the debt long before the contemplation would mature; 3. That the caraings and five percentage what has actually happened. The science which the Government was to ions to the Company was known with the cripte certainty, and the earnings of the Company could be found with some appropriations to tradit by ascertaining the quantity of freight which the Government would be likely to send over the read and the rates which would provably be charted. It was within the power of comprise to have not reflect that each party should pay it debts to the other us they are compiled a transcences, by which each to some extentional states in the trick of the enterprise and participate is some extent the largest of the enterprise and participate is some extention and the largest of the success.

The whole disposition of this question now turns upon the true nature of the bargain, which is to some extent determined by a knowledge of the intentions of the parties thereto. The companies say that the understand ing at the time was that these advances of binds were no unde as a loan, in the ordinary sense of the word, but as the nation's contribution to the enterprise, which was to be reported, it the experiment proved a success non-maily at the maturity of the bonds, but in reality only when the companies were able to do so CLASS DAY AT HARVARD.

BOSTON, June 23.—Class day was observed at Harvard Conege to ray. At 10 victors public exercises began in the chasel, which was filled to overflowing. Theodore C. Walliams of Boston delivered the class oration, and Canries A. Dickinson of Cambridge the boom. Exercises in the chapel concluded with the singing of the ode by J. E. Hinson of Desilham. The class in marched to Bo, both Hall, where the Try oralic numbers of Congress who lean a filter of this heavy jearly rent of two pounds ten shall be founded as the compacted, and it might become necessary to make further appropriations for the purpose, or to make the completed, and it might become necessary to make further appropriations for the purpose, or to the marched to Bo, both Hall, where the Try oralic numbers of Congress who lean a fifte to this heavy jearly rent of two pounds ten shall be compacted by the transportation with the singing of the ode by J. E. Hinson of Desilham. The class to marched to Bo, both Hall, where the Try oralic numbers of Congress who lean a fifte to this heavy jearly rent of two pounds ten shall be compacted by service as minute to recover posses that it was found it might become necessary to make further appropriations for the purpose, or to make the try oralic numbers of Congress who lean a fifte to this heavy jearly rent of two pounds ten shall be paid at the cansulation of the structure. The purpose, or to make the try oralic numbers of Congress who lean a fifte to this heavy jearly rent of two pounds ten shall be paid at the cansulation of the cases have recently where the purpose, or to make the purpose, or to make the purpose, or to make the congress that it was found in the class that it out inconvenience to themselves and their creditors,

part of the compact, and favor such new terms as the Companies can assent to, each as an extension of time for repayment, or a retraiser of the fands to the public domain in part satisfaction of the claim.

There is another party who, following the lead of the Attorney-General, construe the contract strictly against the companies, and treat the claim as an ordinary debt to be collected at maturity, and some even go so far as to arge computery payments into a sinking fund forthwitz, test the companies should be unable or unwilling to pay at maturity at the close of this century. Of course this latter cannot leavily, be done, for it would be declaring that to be due and payable presently which the courts have declared not to be due and payable for 24 years yet; and all such propositions, unless accepted by the companies, are simply attempts to everrifie the decrees of the highest court. The nature of this joint venture, cartnership, or whatever it may be called, is cogently summed up in the language of the judges of the supreme Court:

In constraing an act of Congress, we are not at liberty to reen to the views of individual members in debate, nor to conpreme Court: n chostruling an act of Congress, we are not at liberty to re-to the views of individual members, in denate, nor to con-

Supreme Court:

In casstraing an act of Congress, we are not at liberty to reprive the views of individual members in debate, nor to consider the motives which influenced them to vote for or against its possage. The not itself speaks the will of Congress, and this is to be ascertained from the language used. But courts may, with propriety in constraing a statute, recur to the hatory of the times when it was passed, and this is frequently necessary in order to ascertaining a statute, recur to the hatory of the times when it was passed, and this is frequently necessary in order to ascertain the reneon as well as the meaning of particular provisions in it. (Aldridge va Williams, 3 Howard, P. 24; Preston vs. Browder, I Whendon, 120.)

Many of the provisions in the original act of left2 are outside of the usual course of legislative action, concerning grants to railroads, and cannot be properly construed without reference to the oftennastances which sorrounded Congress when the act was passed. The war of the redellion was in progress, and the country had become advanted for the safety of the Pacific States, owing to complications with England. In case these complications resulted in an open rupture, the loss of our Padfic possessions was feared, but even if this fear were groundless, it was quite apparent that we were mable to furnish that degree of protection to the people occupying them which every dovernment owes its efficient. It is true the threatened danger was happily averted, but wisdom pointed out the necessity of making satisfie provision for the intere. This could be done in no better a sy than by the construction of a rail-read across the continent. Such a road would bind together as widely separated parts of our commence country, and fourthead across the continent. Such a road would bind together as widely separated parts of our commence country, and fourthead across the continent, such a road would bind together as widely separated parts of our commence country, and fourthead across the continent was a the pressing want, in the chapter of the main section price that for the transportation of the main section price for the Army and the Indians.

It was in the presence of these facts that Congress undertook to deal with the subject of this railroad. The difficulties in the way of building it were great, and by many intelligent persons considered insurmountable.

Although a free people, when resolved upon a course of Although a free people, when teachers the orbiding a settem, can accompile great results, the scheme for building a settem, can accompile great results, the scheme for building a settem.

both sides if some common ground can be reached which is mutually satisfactory. It appears that, considered merely by the money repayments into the Treasury, the railroads are falling behind the annual interest outlay something like \$2,000,000 a year, and that a large baiarce of debt is piling up to be paid between 1895 and 1900 (between \$80,000,000 and \$70,000,000 in the case of the two principal through line companies) which it may be difficult or impossible for them to pay, and which it may difficult or impossible for them to pay, and which it may be equally difficult or impossible for the Government to collect out of the property. The discussion has now taken the following share. These companies say that to repay such an enormous sum of mency within that time will require them to collect visibly more money from those who use the road of which the Government is the largest customer; and even this may divert away all the through traffic, and so defeat the attempt. They, therefore, submit a proposition to reconvey the bulk of their unsolaid is adsome half the whole grant to the Union Pacific, and treaching that to the Central Pacific, or more if desired

Two propositions have emanated from the House Comnd, in addition to the present demands, which, as before stated, would only lead to great litigation and its probable overthrow in the Supreme Court; and the other n compromise offer on the part of the Government, fixing the annual sum of \$750,000 to be paid in instead of the present requirements, and invested at six per cent until the principal and interest is canceled, which would be the principal and interest is cancera, in 1914, or an extension of about 15 years' time to the companies. This the companies are understood to object to as being too large a sum for them to undertake to pay in half-yearly, in view of the fact that they will soon be required to replace their irou rails with sleet, and to remove their bridges and structures, and probably will be called upon to suffer a sharp compatition from competing Pacific railroads, now in properties, built under the homensely advantances extremationes of cheaper labor and materials, as compared with those prevailing after the war. There are other equitable considerations erged, such as the fact that, while the country was a great gainer by the rapid construction of the road, the companies were loaders, and, of necessity, incurred heavy doets which now absorb the greater part of their revenues, and the other fact that the bonds they agreed to receive in 1862 were then nearly or quite as good as gold, but the bonds they actually received in 1865 and afterward were worth from 50 to 75 per cent in gold value, cansing a further increase in their other debts. It would now, they contend, he a great hardship to compet them to pay back each dollar of depreciated currency, principal and interest, in dellars appreaching gold value, can be a pay back each action of the pay back each action of the production of the production of the production of the production of the pay back each dollar of depreciated currency, principal and interest, in dellars appreaching sold value.

\*\*C.T.E.\*\* in 1914, or an extension of about 15 years' time to the

## THE "OLD SOUTH."

The following appeal to the people of New-

The following appeal to the people of New-England boars the signatures of Alexander H. Riez, Edward E. Haie, and George F. Pentecoat:

At a town meeting of the people of Boaton, held on Wednesday the 14th of Jimo, in the Old South Meeting-house, it was voted that an appeal he made to the people of New-England for momey to redeem the Old South Meeting-house forever, and that is may be held as a memorial of the past, for particular semilolares, and othig repropriate purposes not connected with trade. A south intere of 169 persons has been appointed, who have already received large subscriptions. The Consultee new requests the men, women, and children of New-England to contribute for this purpose, amounting that, if \$150,000 be misseribed before the end of one week, this purpose can probably be accomplished. It is proposed into the property when purchased be placed in the heads of the Massachusetts Historical Society, who have consented to serve as trustees, under proper conditions, posed that the property when purchased be placed in the hands of the Massachusetts Hastorical Suciety, who have consented to serve as trustees, under proper conditions, or of a loand of Trustees to be chosen by the subscribers. Immediate action is necessary, floods for subscribers. Immediate action is necessary. Hooks for subscribers have been prepared, and may be found at the office of the Trogsarer. Massa H. Sargent, corner somerast and Beamonatic at the lattice of New-Enghand for requested to act as agents of the Committee, to acknowledge duity farough their columns the contributions made by their readers, and renat to our treasurer. The journals which represent the different branches of trade and manafacture are requested to ead on the workingmen of different vocations to join pasticular the people. All organizations of whatever purpose, and in particular the religious societies of New-Enghand, are requested to appeint collectors without delay, and to send them with proper authenticities in the table and hold our books of subscription. A subscription maper will be found at the Old South Church, which will be open daily for this purpose. Mr. Sargent, the troughter the part of the party, at the Old South Cource, and I party and the other than Mr. Sargent, and the Old South Cource, and I party and the other than Mr. Sargent, and the other than Mr. Sargent, and the other than Mr. Sargent, and the Old South Cource,

DECISION AFFECTING LEASEHOLD ESTATES. BALTIMORE, Md., June 23 .- The Court of Appeals of this State have just rendered an important decision regarding leasenoid estates. In this city a very large number of the most valuable lots and improvements are held by leasehold tenants for the term of nane-ly-nine years, renewable at the option of the bases. Some of the leases have recently expired, and in cases where no up desition was made for renewal, suits have been instituted to recover possession of the property. In the case just decided a lease was made of a lot conta ning one-quarter acre on Feli's Point, Baltimore, at a yearly rent of two pounds ten shillings, sterling money, for 99 years, renewable i request was made at any time with a the 99 years. The original term expired on the 18th of January, 1871. In the mean time the fee, as also

purchasers, not parties to the original lease. At its expiration the lease was not received. In May, 1874, the owner of the lot brought an ejectment suft to recover the property; and on October 24, 1874, the owner of the leasehold interest filed a bill in the Circuit Court for a renewal of the lease and for an injunction to restrain the ejectment. It thus appears that the bill was filed a little more than three years and muomants after the action of ejectment. The case was submitted on the bill and answer, and the Circuit Court passed a decree directing the defendant, upon the complainant's paying the renewal fine of two ponds ten shillings sterling, with all arrearages of rent due under the lease up to the time of such payment and costs, to execute a new lease of 90 years, beginning at the end of the original term of the lease, at the same rates. The Court say they are of opinion that our couris of equity ought to grant the relief asked for, and compel a renewal on the equitable conditions stated in the decree before them. The Court of Appeals affirm the decree of the Circuit Court. The possession of millions of deligns' worth of property in this city is quieted by this decision. of the Circuit Coart. The possession of millions of lars' worth of property in this city is quieted by

XLIVIA CONGRESS-FIRST SESSION.

REGULAR REPORT OF PROCEEDINGS. THE NEW ENFORCEMENT ACT PASSED BY THE SENATE-THE HOUSE SPENDS THE ESTIRE DAY ON THE SUNDRY CIVIL BILL-A DELEGATE UN-

SENATE WASHINGTON, June 23, 1876. In the Senate to-day, it was ordered that the Commissioners of the District of Columbia be allowed the privilege of the floor during the present session. Mr. EDMUNDS (Rep., Vt.) then asked that the bill to amend the Enforcement act be taken up. Opposition was made

the Enforcement act be taken up. Opposition was made to it, and it was taken up only upon a strict party vote of 24 to 14.

Mr. THURMAN (Dem., Ohio) moved to strike from the the second section the words "person or," so that the law should punish only officers of States or the United States who should abridge any one's right to vote.

The proposition was offered by Mr. EDMUNDS (Rep., Vt.), and advocated by Mr. THURMAN and by Mr. WHYTE (Dem., Md.). Mr. MAXEY (Dem., Tex.) declared that Congress has no authority to pass this bill, and Mr. MERRIMON (Dem., N. C.) argued that experience has shown that there ought to be great deliberation in taking action on this general subject. The amendment was finally rejected by a party vote—14 Yeas to 24 Nays.

Mr. WHYTE (Dem., Md.), Mr. NORWOOD (Dem., Ga.), and Mr. CHRISTIANCY (Rep., Mich.) offered amendments to change the effect of the bill, all of which were jected. The Committee reported a third section of the bill, as

on of the court.
Mr. WHYTE (Dem., Md.), said the ingenuity of man

Mr. WHITE (Della, Mal, sale succession of the perpetra-tion of fraud.

After some debate Mr. MERRIMON (Dem., N. C.), sub-mitted an amendment, providing that any person so of-fering such affidavit shall be deemed guilty of perjory, and on conviction thereof shall be punished as in other cases of perjury.

After discussion, rejected—Yeas, 16; Nays, 21; Mr. Beeth July, Call vottor, Yea.

After discassion, represent the property of the following tests of the first section, and the first section, as to provide that the section shall not apply to any State where, by the laws of such state, no person of any race or color shall be allowed to vote without being previously actually recissection as reported by the Committee was then Mr. THURMAN (Dem., Obio) objected to the fourth

Mr. THURMAN (Dem., Obio) objected to the fourth section of the bill, which provides a penalty for any person, who by force or bribery, threats or intuntiation or other untraviol means, shall hinder, prevent or obstruct any citizen from doing any act required by law to be done to qualify him to vote, on account of race, color, or previous condition of servinde.

The section was finally agreed to. The bill having been amended verbally, and considered in Committee of the Whele, was reported to the Senate. The amendments were agreed to and the bill passed—Yeas, 25; Nays, 13.

The Senate insisted on its amendments to the Indian and Navai Appropriation bills, and agreed to the conference on those bills asked for by the House of Representatives. Messrs. Window, Logan, and Ransom were appointed members of the Committee on the former, and Messrs. Surrent, Cragin, and Withers on the latter.

At 6 o'clock, adjourned.

# HOUSE OF REPRESENTATIVES.

The House met at 11 a. m. to-day and went into Committee of the Whole on the Sundry Civil Appropriation bill. At 11:30, the Committee rose, the session of yesterday ended. At 12 o'clock that of to-day began. The Committee on Elections reported in favor of unenting Delegate BENNETT (Rep., Idaho) and scating 8.8. FINN (Dem.) Adopted and the new delegate was aworn in.

Mr. RAINEY, a member from South Carelina, and Mr. STRAIT of Minnesota were declared entitled to their The House then went into Committee of the Whole on

session was had on the bill. The items were taken up one by one, and acted upon. Numerous ments were offered, most of which were relec-cluding the following: For the Albany Court-Ho

ments were offered, most of which were repeated, lacluding the following: For the Albany Court-House and
Post-Office, \$45,000; for barracks at Fortress Monroe,
\$100,000. One amendment was adopted, directing the
Sucretary of War to vacate the magnetic on Ellis Island
and sell the Government property there.
Among the litens passed were the following: Coast survey on the Atlantic and Gulf coasts, \$325,000; Puellic
coast survey, \$200,000; geododic survey between the
Atlantic and Pacific coasts, \$50,000; repairs of coast
survey vessels, \$30,000; publishing survey observations,
\$6,000; propagations of food fishes, \$30,000; Signal
service, \$300,000; completing the multiary telegraph
between the army posts on the Texas frontiers, \$40,000;
for publication of official records of the Rebellion, both
of the Union and of the Counfederate armies, \$40,000;
geological survey, \$65,000; Powell's survey of the Coloratio, \$30,000.
At this point the Coumittee rose, and the House at
5:30 o'clock took a recoss till 8 o'clock, after notice by
Mr. Randall, that he would press the bill to a vote tomeht.
The literate armendments to the Navy Appropriation

night.

The Senate amendments to the Navy Appropriation bill were non-concurred in, and a Committee of Conference was ordered. Mesars, Bloume (Dena., Ga.), Whitherme Open., Teon.), and Halo (Rep., Me.), were appointed on the part of the House.

#### BURGLARIES AND THEFTS. William Brown, a carpenter, was arrested on Thursday night for robbery, on the complaint of C. W. Leal-

Dar of No. 444 West Thirty-sixth-st.
On the complaint of Ellen McLonghlin of No. 332 West Fif-teenth-st., Thursday, James McMahou, age 16, was arrested for awardt and battery, and David Scaulou, age 16, a news-tor between confident. for accessing and battery, and David expension and David expension of the boy, for highway robberg.

Charles White, ago 20, and Charles McManus, ago 17, were arrestor on Thursday might for burgiary, on combining of licenty Becker of No. 500 Seventhary.

On Thursday might Matthew Toole, a lookman, was arreated for highway robberg, on the complaint of J. M. Charchill of No. 4 Carlesle-8.

## THE COURTS.

CIVIL NOTES

Surrogate Calvin yesterday heard arguments in the contested wil case of Dr James Muir, deceased. By the terms of the will the chairen of the deceased man shared one greatly in the 1 islen of the property. The amount of the es-mic is about \$50,000.

The trial of the suit of the Ninth Avenue Ralicone The true of the suit of the Ninth Avenue Ra Poact Company against the New York Elevated hadrond company was confirmed yesterch, before Judge Van Hosen, in the Special Term of the Court of Common Pleas. Secretal with masses were called by the defense to r but the caum of the pinkindif that the numbry confirms request to r but the caum of the pinkindif that the numbry confirms request the value of property on the reachest for a said traffic in the street. The case probabily will movie closed before the end of a xi week.

The Society for the Reformation of Juvenile be-

The Society for the Kelorinition in Superine tours, that has obtained from Judge Bonoline, in Superine Cours, Chambers, a new order against Charles bythis and others, that they cause giving theatriesf or aerobatic explications until they pay after use. The Society as before the ekset Mr. Myb. 8 a x atolitions at a very place. This char the fer bridge pages as the Consecun at Joness wheel The devaluaty or act to show cause very the a junction sho Id not be more permanent is included in Jonge count, ac's order.

The will of Catharine Reath, who died about two months are, is being contested to the 8 crogate's Court. The deceased by her tast will gave all her property, amounting to about \$50,000, to Sailey Durfee, a Custom house broker. It is claimed that by a previous will, while it is excussed some a way makes and a time of the recommendation of the control of th

two of the Acits brought by the representatives of John L. Bru vo. the contractor for street work. In these suits the city Brown, the contractor for street work. In these suits the city has agreed to pay about \$130,000, dust meanwhile the lawyers for the plannid have got into a dispute over the amount due them, and the Courrelier was capital from paying anything until and dispute was settled. Vactorialy for report of the factor, Philo T. Huggles, as to be proper tools of the abort mays in the case 8, was presented to Judge conclude, in Superior Court, Casano 18, and the court reserved his decision.

A partial 1. Samoor 18, has brought a partial to the court.

Adolph L. Sanger as brought a suit in the Court of Common Pleas to set assie an exchange of property made by him with Mrs. Martha Kuca, in which he claims he was defrauded. He says that the property which he took in exdefrauded. He says that the property which he took in str-change was wholly interpresented to him, but he says that he was he's year in negotiation to soli the property which he their owned to the Board of Education for a school-house. The ne-gotiation was, trangely to him, broken on, but as sonit as the exchange of water he com 1 him was made the negotia-tion was renewed, and he is built this defendants have an agree-

ment with the Board of Education. The notice of its pendens in the suit was filed yesterday.

Charles O'Connor, Superintendent of the News-Charles O'Connor, Superintendent of the Newsboys' Lodging House, was arrested yesterday by Deputy Shealif John J. Kash, upon an order of arrest granted by Judge Donobac, at the suit of Thomas L. Tighe. The pissiniff alleges that he was employed by the Children's Aid Society, having received his appointment at the hands of the defendent, and that while so employed in March, 1873, and while living supplicy with his wife at No. 69 James-8., in the absence of the pility with his wife at No. 69 James-8., in the absence of the pility with his wife at No. 69 James-8., in the absence of the pility with his wife at No. 69 James-8., in the absence of the pility of the pility of the superior of the him. The plaintiff claims \$10,000 damsger, in which full to bilm. The plaintiff claims \$10,000 damsger, in which full to bilm. The plaintiff claims \$10,000 damsger, in which sun O'Counce at once gave buil, Samuel C. Thompson, President of the First National Bank, and Charles L. Brace becoming his scretics. Ex-Judge Van Vorst is counsel for the defendant.

Charlotte Thompson was convicted yesterday in the United States Circuit Court, Criminal Branch, of passing counterful noise on the Hamplen National Bank. John Gill pleaded guilty to the same offense.

The plea in abatement in the case of Philip H. Tusks, one of the allexed "crocked" whisky dealers, was argued before Judge Ecuedict vestering upon the Government's demorrer. Assistant District Atterney Fuster argued the case for the Government, contanding that the defendant could not avoid the inhetiment on the plea of an irregularity is drawing the Grand Jury unless his case had been prejudiced thereby. Judge Benedict will hear the argument for the defendant in Brocklyn on Wednesday. B. F. Tracy, E. T. Wood, and John J. Allen are Tusken's connect

# COURT OF ALABAMA CLAIMS.

COURT OF ALABAMA CLAIMS.

WASHINGTON, June 23.—In the Court of Commissioners of Alabama Claims resterriar the following judgments were announced for the loss of personal effects and wages by the destruction of varieties, 8.0., 1.693-Nathaniel A. Coullisto, Boston, \$1.31, No. 1.595-John Selver, Provincetown, Mass., \$512; No. 1.613-Peter H. Whiteberry, Brooklyn, N. Y., \$506; No. 1.613-Palmes Crawford, Brooklyn, N. Y., \$1.082; No. 1.613-Elward B. Peck, Sonth Berwick, Me., \$245; No. 1.613-Elward B. Peck, Sonth Berwick, Me., \$255; No. 1.614-Elward Sherman, New-York, by next trend, for loss of merchandisch the Golden Rule, destroyed by the Aisbuma Jan. 26, 1863, \$150 12; No. 1.74-Many E. White, New York, for loss of merchandisc by destruction of the Electric Spark by the Pforica, June 10, 1864, \$555 £3.

Interest was allowed in the above cases at four per cent from the date of loss.

#### DECISIONS-JUNE 23.

DECISIONS—JUNE 23.

Supreme Court—Chambers—By Judge Donohue.—
Ferguson agt. Butcher. Motion den.ed, without costs. In the naster of Newman (a smalle).—Motion denied; memorandum. Ferguson agt. Butcher.—Denied without costs. Hunken agt. Rush.—Denied. Harris agt. Hutchings.—Two motions; opinion. Miller agt. Phillips; Rosenblatt set. bexter; Fairchild agt. Willis, and Dyckman agt. Irving.—Granted. Special Term—By Judge Lawrence.—Muir agt. Currie et al.—Findings signed. Lester agt. Rosen of al.—Complaint dismissed. Devilne et al. agt. The Globe Mutant Life Insurance Co.—An allowance of \$750 is granted to the defendants.

Co.—An allowance of \$750 is granted to the defendants.

Superior Court.—Sucrial Term.—By Judge Sedgwick.
—Beyer et al. agt. Kester et al.—Judgment set aside as against.

Eva Kester, on the ground that the affidient to procure substituted service should have excelled the effects under to serve
the summons, &c. Cowing agt. Surith.—Motion denied, without costs. Herrasin agt. Meagher.—Motion damed. Positely
agt. Dickel.—Motion denied. Neells, &c., agt. Livingston.—
Ordered that judgment be satisfied of record. Harris agt.
Burdett.—Judgment marked, "Secured on appeal." Plunkett
agt. Appleton.—Remittifur filed.

Common Pleas-Special Term-By Judge Van Hoezen. Drew et al. agt. Mackay. See memorandum. Grace agt. Grace and Ray agt. Meyer.-Reference ordered; see By Judge Van Braut.—Bruckel agt. Bruckel.—Pindings and

decree must be presented.

Morine Courl—Chambers—By Judge McAdam.—Van Buadrik agt. Smith—Opinion filed. Buf agt. Buf.—Notion granted as ner order filed. Brown agt. Wright.—The objection taken during the examination will be passed upon at the trial. In re Birch agt. Freweier.—No papers we here submitted; the notion must therefore be rearmed for the real strength of the motion must therefore be rearmed to the filed pened on terms. Ach agt. Baceler.—In Jacobs promited receiver. Bailey agt. Finanzam.—G. S. Wilkendamell. Maris and receiver. Jaffrey agt. Medeucke.—Judgment and receiver. Jaffrey agt. Medeucke.—Judgment and receiver. Frankel agt. Clarke.—Motion denied. Barrison agt. Moore.—Prankel agt. Barrison agt. Moore.—Prankel agt. Clarke.—Motion denied. Barrison agt. Moore.—Prankel agt. Clarke.—Motion denied. Barrison agt. Moore.—Prankel agt. Barrison agt. Moore.—Prankel agt. Barrison agt. Bar

It is said that on a certain occasion a somewhat celebrated English divine discovered, but only when already in the pulpit, that he had forgotten his manuscript. Wherenpon he called to the clerk, "Jonas, I have left my sernon at home, so hand up the Bible, and Pil read them a chapter from Job worth ten of it."

Sun rises. 420 | Sun sets. 734 | Moon sets. 1017

Bioli WATER This DAX -- A.

Sandy Hook. 947 | Gov's Island 1029 | Hell G. Ferry. 12:15

Hidd WATER This DAX -- A.

Sandy Hook. 10:13 | Gov's Island 10:254 | Hell G. Ferry. 12:43

#### SHIPPING INTELLIGENCE.

PORT OF NEW-YORK ..................................JUNE 23. GLEARED.
Steamship Acapulco, Gray, Aspinwall, Pacific Mail Steamship Co.

Stermship Egypt (Br.), Grogan, Liverpool via Queenstowa, Stermship Arragon (Br.), Symons Decided Morgan, Morgan hip Bermuda (Br.), Angrot e, Hallfax and Quebec A. Australian (Br.), Peters, Liverpool, Pim, Foroln St. Germain (Pr.). Remions, Havre via Ply-Mayflower, Davidson, Philadelphia, James Haud, ip Anthracite, Grundley, Philodelpha, Jos. do W. Woodward, Young, Balthinere, W. Du harme (Oct.), Bonere, Bremen, Bernstorf & Levera Endlia Celestina (Ital.), Starmen.

Bark Neueva Endlia Celestina (Ital.), Starges, Liebon, Park Romans C (Aust.), Scopinich, Cork or Palmouth for Brig Lydia H. Cole (Br.) Rose, St. Jago de Cuba, Waydell & Ce. Erig A. B. Patterson (Br.), Hess. Lagrayra and Porto Ca-be lo. Dellett. Realton & Co. Rrie John Shay. Nicherson, New-Orleans, N. H. Brigham. Sohr. Renry H. Grant, Harrison, Jacksonville, Tupper &

Reuttie.

Schr. P. W. Allen Carter, Salem, Mass., Jed Free & Co.
Schr. Mayflower (Br.), Tyrer, Hayle, E., Geo, P. Budley,
Schr. Mayrha A. (Br.), Giass, St. John, N. B., P. I. Neviu chr. H. B. Griffin, McKinney, Gloncoster, Mars., B. J. Wea Emma F. Lewis, Higgins, Provincetown, Mass. B. J. Wenberg & Co. Sehr. Herbett E. Mount, Galvesion, E. D. Huribut & Co. Sehr. Opera (Rr.) Fowler, St. John. N. B. P. I. Nevius & lapp & Co. Do Hart, Farnham, Aux Caves, Hayti, R. Mu

Schr. E. A. De Hart, Farnham, Aux Caves, Havil, R. Mus-ray, R. Sloop, Alpha, Jones, Soath Amboy, N. J., J. R. Grege, Sloop Nevada, Jarvis, Porth Archey, Cermbell & Garther, Sloop Nevada, Jarvis Porth Archey, Cermbell & Garther, Barge Cath, Moan, Donalno, Philadelphia, James Hand. Attributed the Market and Lass, to the Donalnian Steamship Co. Steamship Old Streams of the Donalnian Steamship Co. Steamship Gulf Stream, Crowell, Charleston June 20, with mides and uses to J. W. Quintard & Co. Steamship Gulf Stream, Crowell, Charleston June 20, with mides and uses to J. W. Quintard & Co. Steamship Bull Stream, Crowell, Charleston June 20, with mides and uses to J. W. Quintard & Co. Steamship Bull of Br. Mills, Hull June 7, and Soathamp-ton 10th, with midse, and pass to Chas, L. Wright & Co. Bors, Billy Strapeon (of Windson, N. S.), Curry, Massina 65 days, with fruit. Hark Galveston (Get.), Hebenbamp, Liverpool May 11, in ballast.

Nark Galveston (Ger.), Helminkand, Laverpool and Tabbillast.
Sehr. Ida A. Thayer, Palmer, Vircinia, with potatons.
Schr. Bunita. Praws. Vircinio, with wood.
Schr. Bunita. Prawidence. Virginial. Providence.
Mineura. Providence.
Mineura. Providence.
Pencedele, Providence.
Jehr R. Providence.
A. Parton. Pravincket.
Emitte etch. Pennis.
Ann Figs. Greenmant.
Donetta Eshn. Portland, Ct.
FORFIGN PORTS.
HALLELY N. S. June 22. The steams in Nova Scotia

FORTIGN PORTS.

HALIFAX N. S., June 22.—The steamship Neva Scotian, from Liverpool, arrived at \$1. Johns, N. F., this evening.

POUR HOVAL, S. C., June 23.—Arrived, steamship City of Delice, from Fernandina, Ph.

NEW-ORLEANS, June 22.—Arrived at the Passes, schra, Davies, from Ecoton; J. G. Whipple, from Rustam, Salled, bark Shreffield.

SAVANNAM, June 22.—Salled, steamship Magnelia, for New York.

SAVANNAM, June 22.—Sailed, steamship Magnolis, for New-York.

BAJIMORS, June 23.—Arrived, barks Attivita, Marenos, Londonderry, Ranger, Bote, Havre, Cleared, steamships Win, Kennedy, Fester, Providence; Saracossi, Hooner, Savannah Ses Gull, Lockwood, Charleston barks Acadia, Anderson, Matanzas Sonna, Balessia, Quoculatown, schr. Ralph Carleton, Harkness, Mathussa.

LEWES, Del. June 23.—Arrived, bark Sucz., Pederson, London: Concord, Anderson de. Went to sea 22d, barks Clarator Hamburg, Ariahae, for Queenstown; brier G. W. Chase, for Cardenas: Reonowy, for Gloucaster, E.; Leviot, for Hall-far Josic, for Iceland.

BELNASNICK, Gls., June 28.—Arrived, echr. Rosa Eppenerst, from New York.

GALVISTON, June 23.—Arrived, steamship Pottsville, Winship, Hallandelbila, Soln, Kate Miller, Blaicy, Boston, Salled, Steamship City of Ansim, Eddecdys, New York.

FORTLAND Me., June 23.—Arrived, brefx Archer, Hatch, Bootto, Cleared, borks it, F. Hussey, Soaw, Bowling, Sections George, June 24.—Arrived, bork Archer, Hatch, Bosto, Cleared, borks it, F. Hussey, Soaw, Bowling, Sections George, Soaw, Bowling, Sections of Control of Charles, Steamship F. H. Jonning, Young, for Havano.

[For Laket Shap New Sec. Seconth, Pages.] Havana. (For Latest Ship Netes See Seventh Page.)

## Sales by Auction

HENRY D. MINER, Auctioneer-Office and Art Galleries, 845
Broadway.

A UCTION SALE OF PURE-BLOODED
JEDSEY CATTLE,
ATLESDAY, JUNE 27.

at 11 o'clock, at the private stable No. 96 East 13th-st, between Broadway and 4th-ave. The stock is all of the breed, and consists of Siz Cows, orientally purchased from stock farms of Mesors, W. B. Binsmure, M. Litringston, and W. Refmend, the Caives compresing two two-year-old Holfers own yearing Hedier, three Caives, and three yearing Boils; wire bred from Jersey buil Division No. 808 and Jersey buil Inter No. 644 in Herd Book. Can be seen Monday before sale from 12 to top. III.

BY BANGS, MERWIN & Co., 656 Broadway,

E. H. LUDLOW & CO.

#### Will sell ON TUESDAY, JUNE 27, 1876,

By order

HON. W. D. SHIPMAN, Assignee, All the

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